

NOTE

Chapter 22 contains emergency rescue and mishap response information for the following aircraft:

USN	E-2/E-2+
USN	E-6
USN	EA-6B
USN	P-3
USN	S-3

CHAPTER 22

U.S. NAVY

SPECIAL MISSION

AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION

22-1. INTRODUCTION AND USE.

22-2. This section contains emergency rescue and mishap response information illustrations in alpha-numerical order relative to type and model of aircraft. This arrangement of illustrations is maintained from Chapter 4 throughout the remainder of the publication.

22-3. GENERAL ARRANGEMENT.

22-4. Aircraft type designation has been positioned in the upper right corner of the horizontal illustration for rapid identification. Additional aids to rapid orientation are:

a. Recent technological advances in aviation have caused concern for the modern firefighter. Aircraft hazards, cabin configurations, airframe materials, and any other information that would be helpful in fighting fires, the locating and rescue of personnel will be added as the information becomes available.

b. Suggested special tools/equipment are listed in the upper left corner, on the Aircraft/Entry page of each listed aircraft.

c. Procedural steps covering emergency/normal entrances, cut-ins, engine/APU shutdown, safetying ejection/escape systems, and aircrew extraction are outlined on the left side of each page with coordinated illustrations on the right.

d. Illustrations located on right side of pages are coordinated with text by numerals and small letters depicting both paragraph and subparagraph on the page.

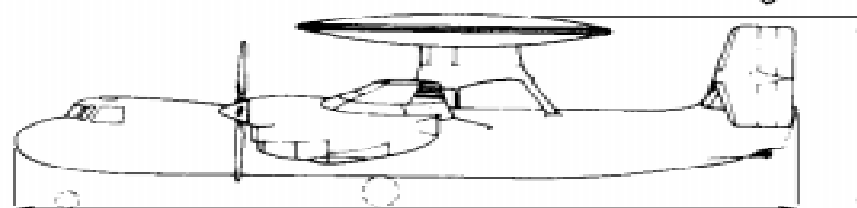
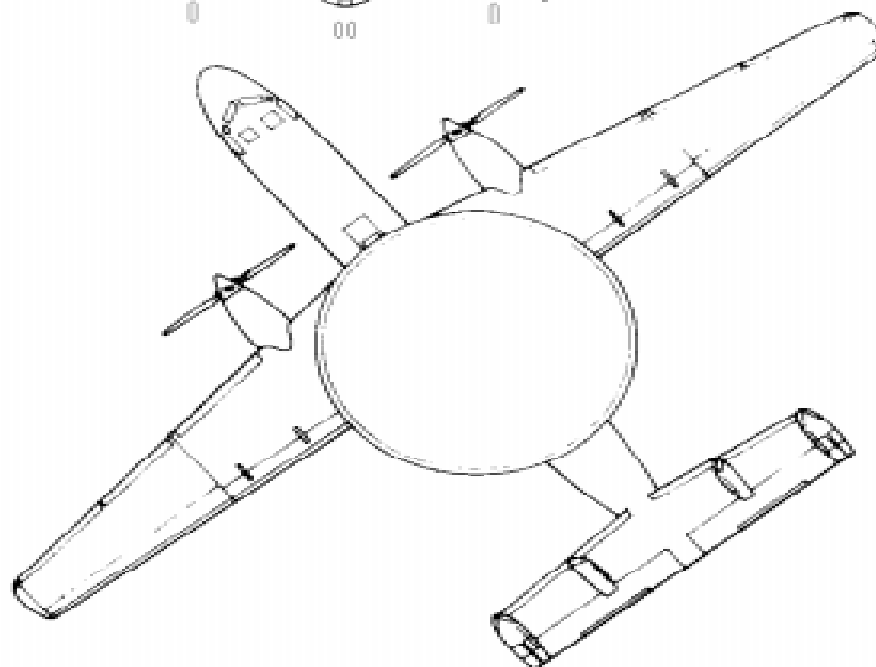
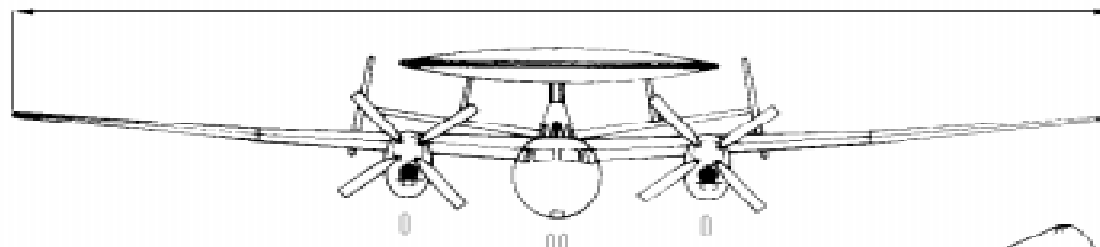
e. Each illustration is consistently colored and/or pattern keyed to highlight essential emergency rescue information.

f. Details are pulled directly from the illustration to highlight an area, thus eliminating unnecessary searching for desired information.

AIRCRAFT DIMENSIONS

E-2

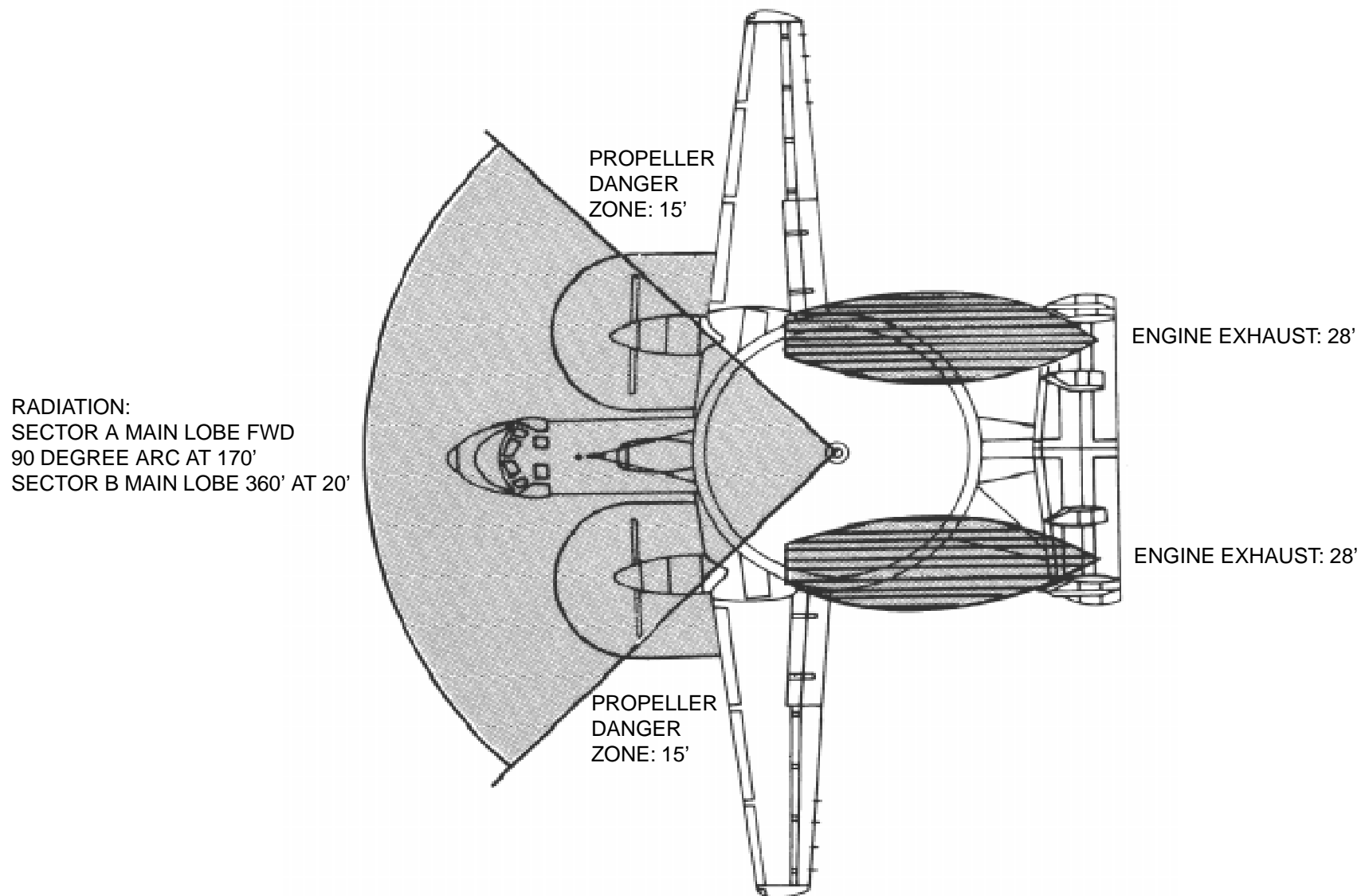
WING SPAN
80 FT 7 IN
(24.56 M)



LENGTH
56 FT 4 IN
(17.17 M)

HEIGHT
18 FT 4 IN
(4.88 M)

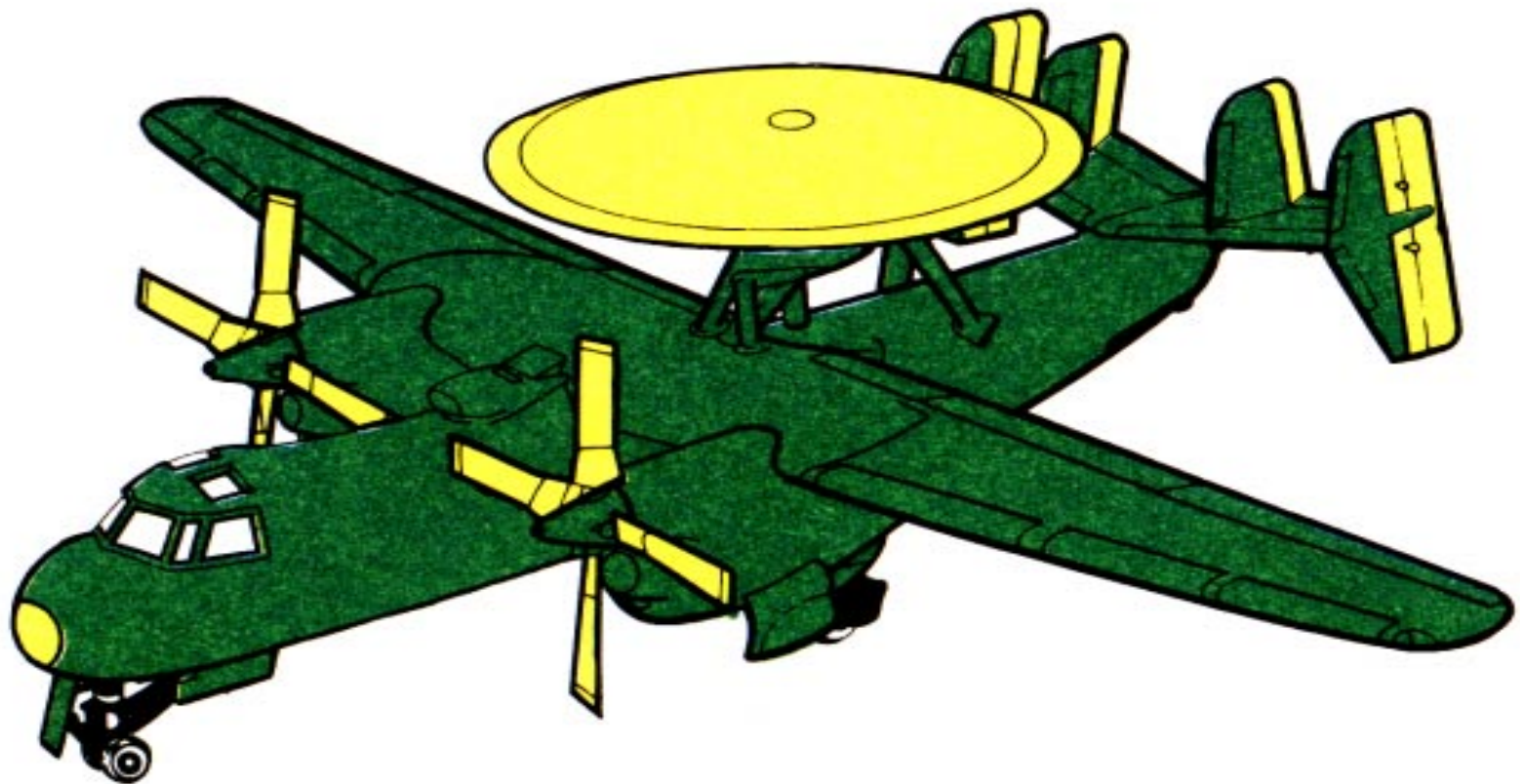
AIRCRAFT HAZARDS



AIRFRAME MATERIALS

LEGEND

- ALUMINUM
- STEEL
- OTHER
FIBERGLASS



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw

Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

- a. Stand forward of door.

WARNING

Clearance between door, propeller and forward edge of door is minimal and extremely dangerous. The cabin may be pressurized.

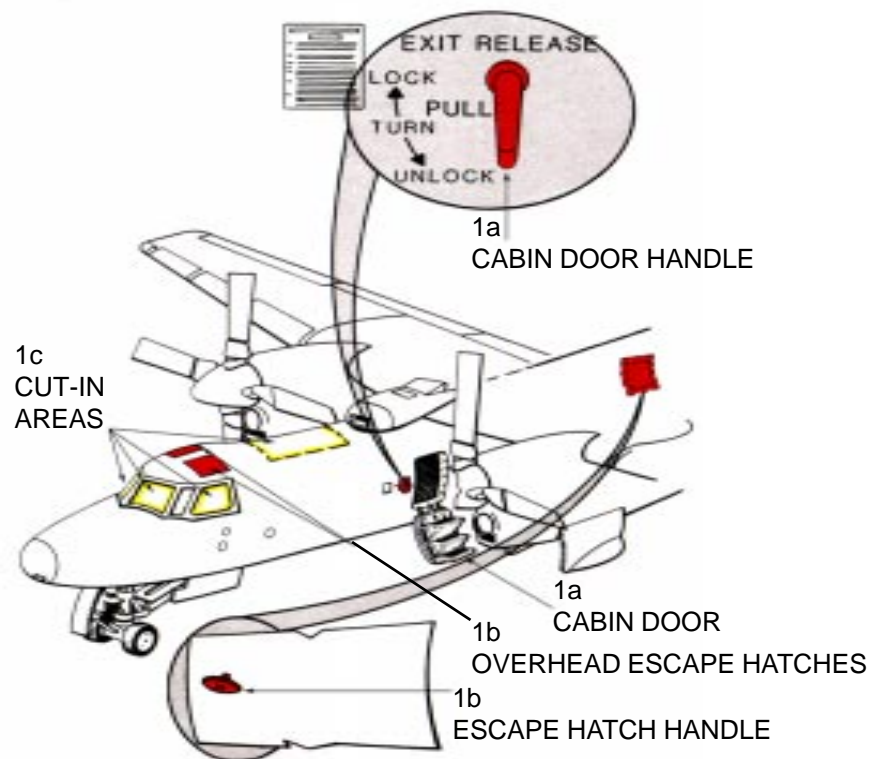
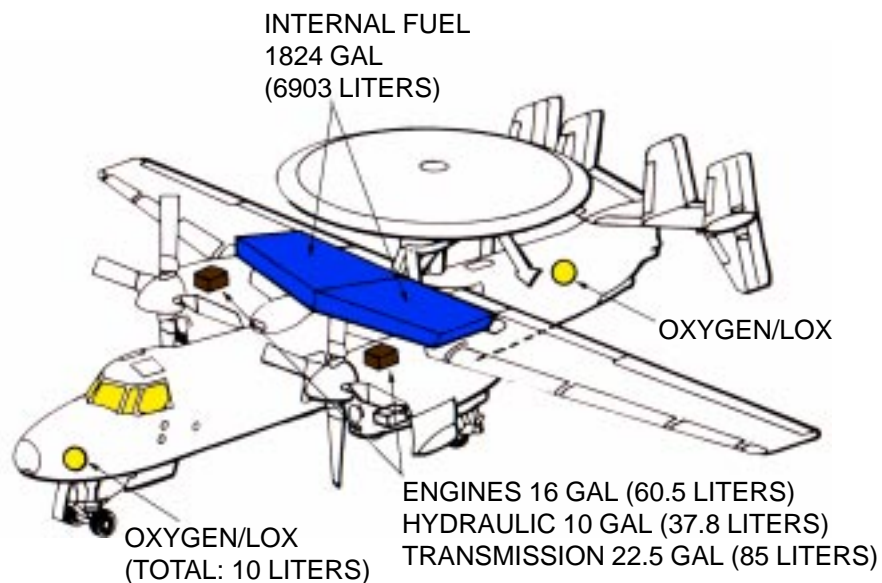
- b. Turn handle to UNLOCK position.
- c. Pull hand grip on door and support door during opening.

2. EMERGENCY ENTRY

- a. Emergency entry is through pilot and copilot escape hatches and the CIC compartment ditching hatch aft top right hand of aircraft.

3. CUT-IN/FORCED ENTRY

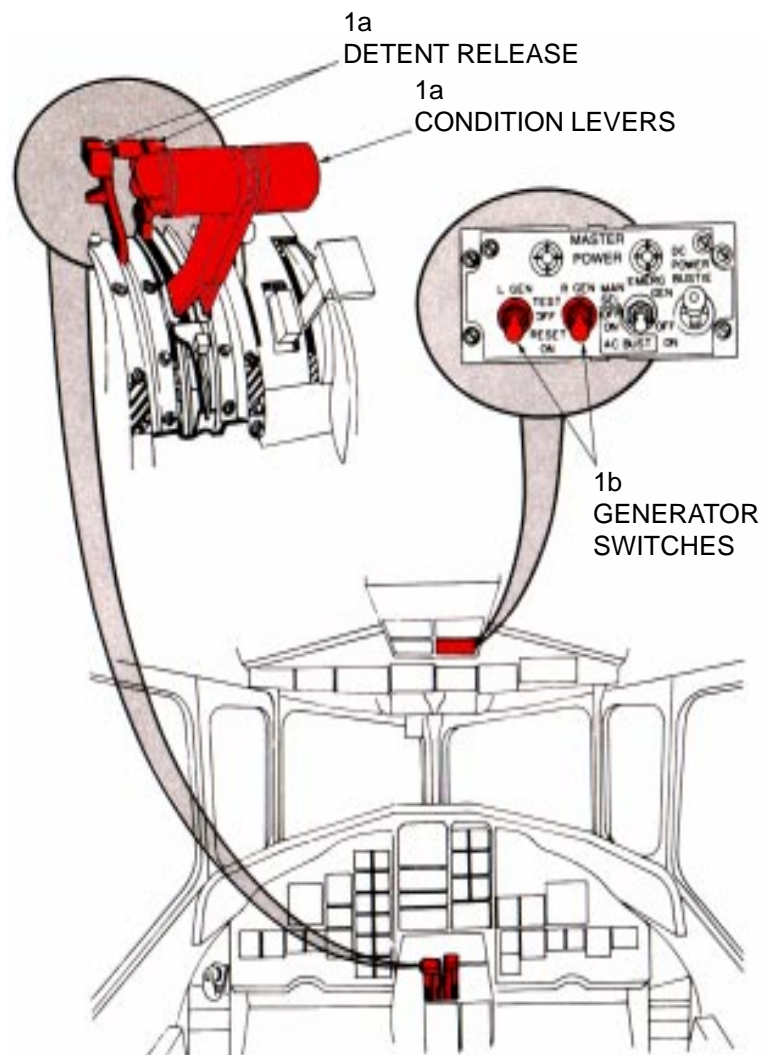
- a. Using power rescue saw or crash ax, cut through fuselage forward on top center of fuselage and around cockpit windows.



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

- a. To move the condition levers, located on center console, to different positions, the detent release at the outboard side of each condition lever must be lifted, then move condition levers to extreme AFT position.
- b. Place left and right generator switches, located on the overhead control panel, in OFF position.



AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

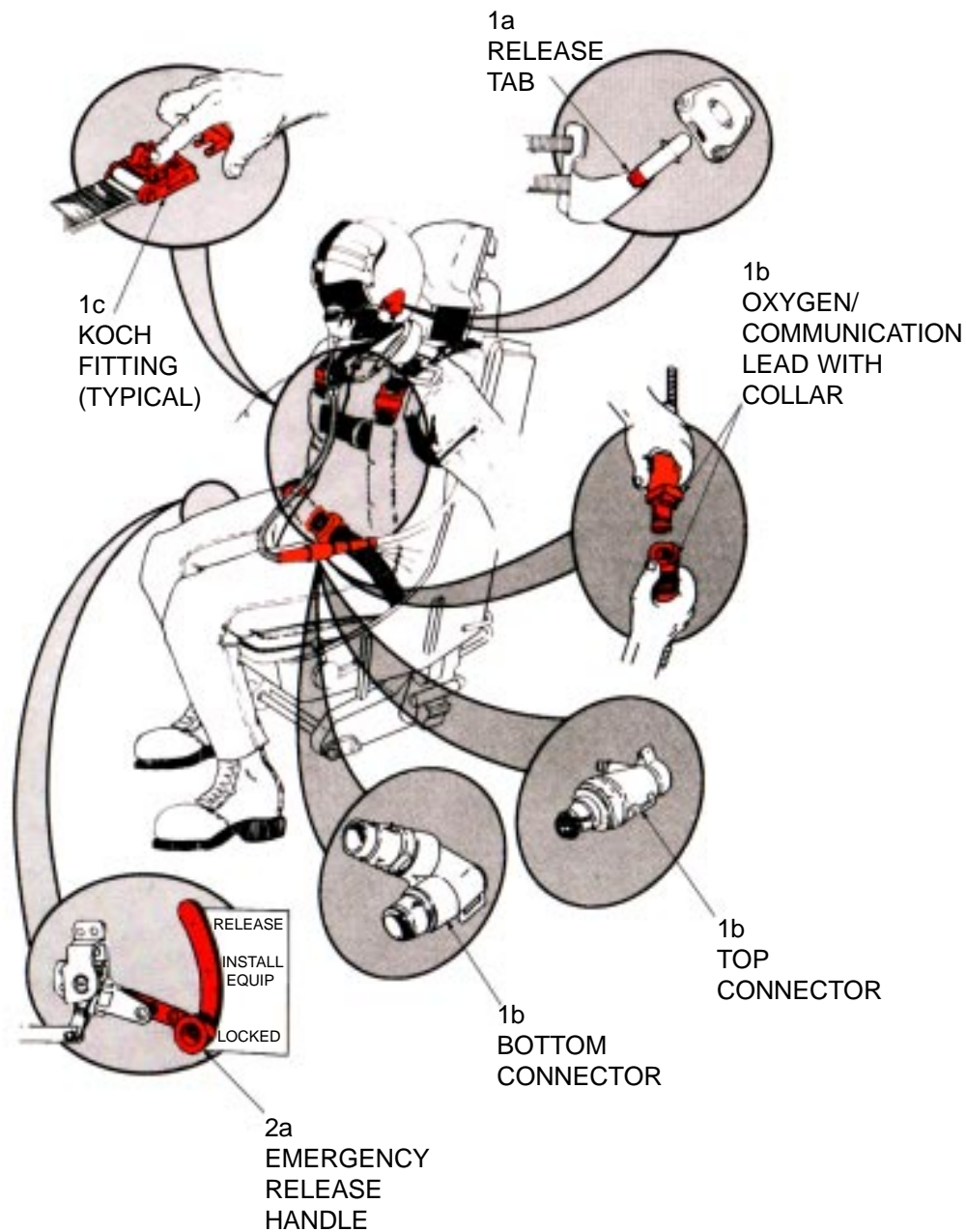
NOTE:

Crewmembers are attached to the seats by use of a torso harness.

- a. Remove oxygen mask by pulling down on release tabs on either side of helmet mask.
- b. The oxygen/communication lead is joined by a positive locking ring. To release, pull up on round collar while pulling apart connection.
- c. Release two lap belts, then two shoulder harness koch fittings.

2. EMERGENCY RELEASE

- a. Actuating the emergency release handle, located on forward right side of seat, will free the crewmember from the seat. However, the parachute and survival kit will remain attached to the crewmember.



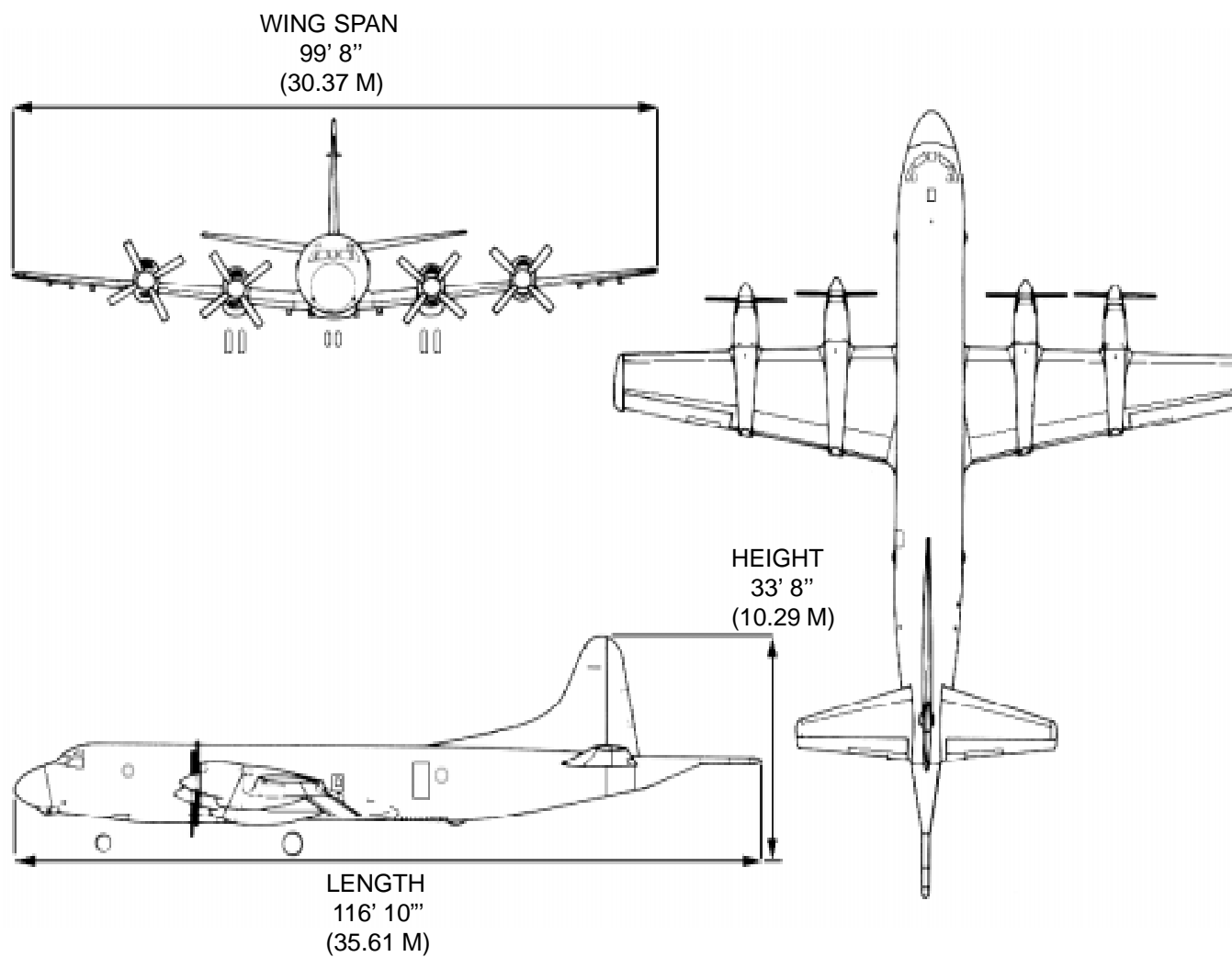
NOTE:

The US Navy E-6A is the same as the USAF E-6B. Refer to Chapter 7, pages E-6B.1 thru E-6B.6 for complete procedures.

NOTE:

The US Navy EA-6B is the same as the USAF EA-6B. Refer to Chapter 7, pages EA-6B.1 thru EA-6B.8 for complete procedures.

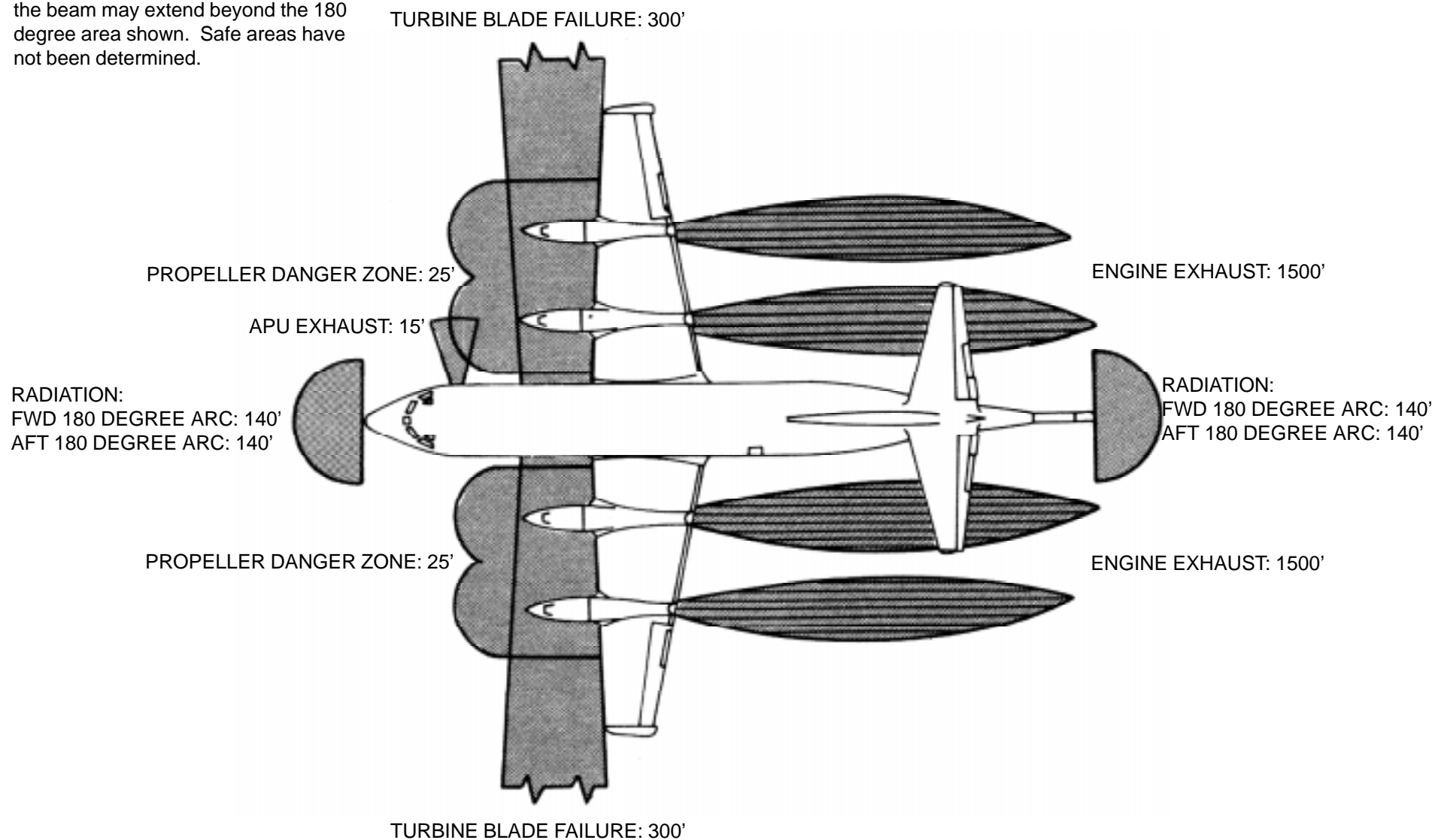
AIRCRAFT DIMENSIONS



AIRCRAFT HAZARDS

WARNING

Since the antennas rotate 360 degrees, the beam may extend beyond the 180 degree area shown. Safe areas have not been determined.



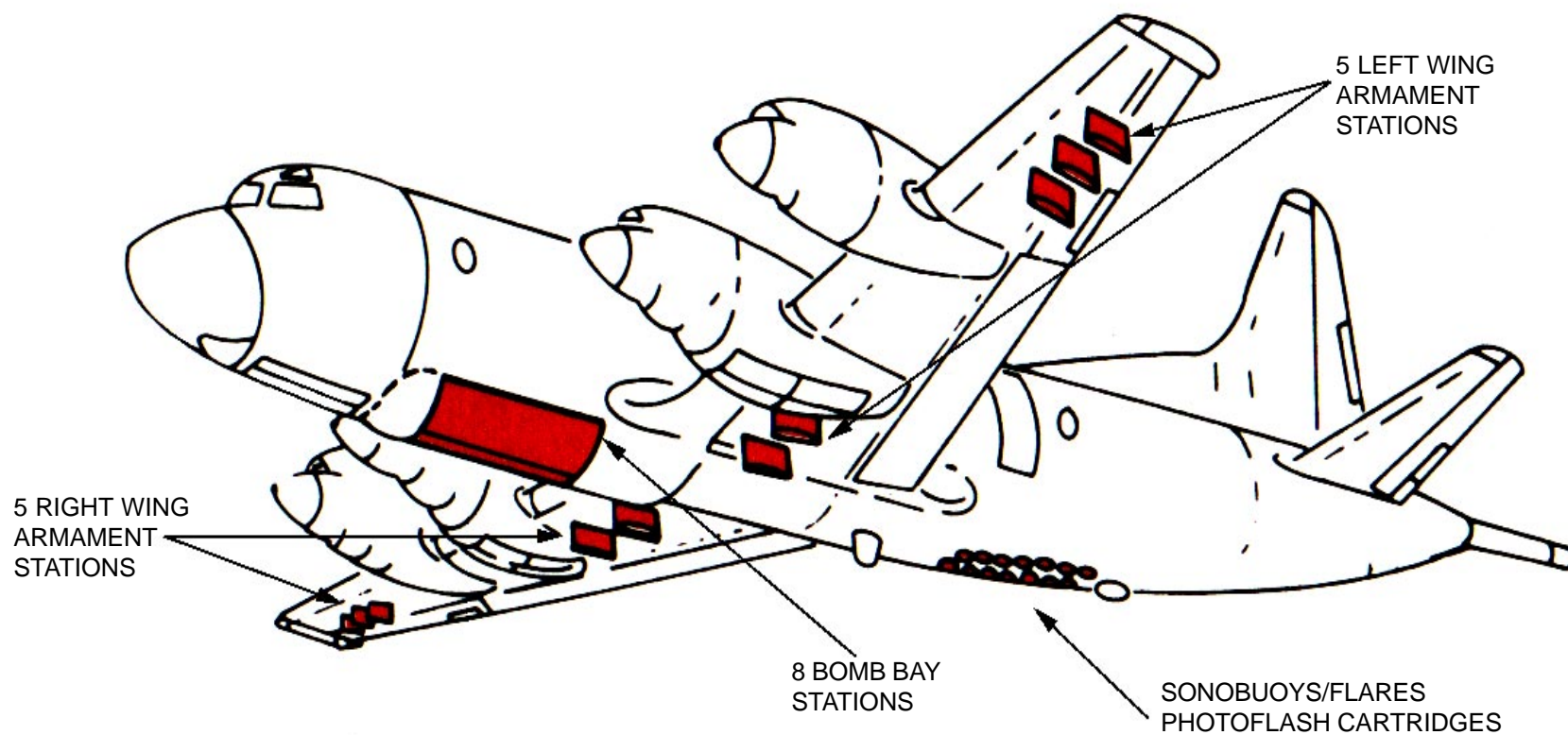
AIRCRAFT HAZARDS-Continued

NOTE:

In normal wheels down landing, ground wheels down switches safety the armament systems.

WARNING

Pylons are loaded with ejector cartridges. In the event of wheels-up landing, secure all electrical power to ensure armament system safety.



AIRFRAME MATERIALS

LEGEND

- ALUMINUM
- STEEL
- OTHER
FIBERGLASS



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:

Normal entry is through aft cabin door on left side of fuselage.

- Push button under release handle to release cabin entry handle.
- Turn cabin entry handle counter-clockwise to open cabin door.

2. EMERGENCY ENTRY

NOTE:

In the event the main entrance door is inaccessible, emergency entrance may be gained through three areas.

- Flight station escape hatch, located over the cockpit. Push button on hatch to release hatch from locked position. Pull hatch open.
- Pilot's auxiliary exit, located left side of fuselage just aft of pilot's window. Push button on hatch to release hatch. Pull hatch open.
- Overwing emergency exit hatches, located both sides of fuselage. Push button on hatch to release hatch. Pull hatch open.

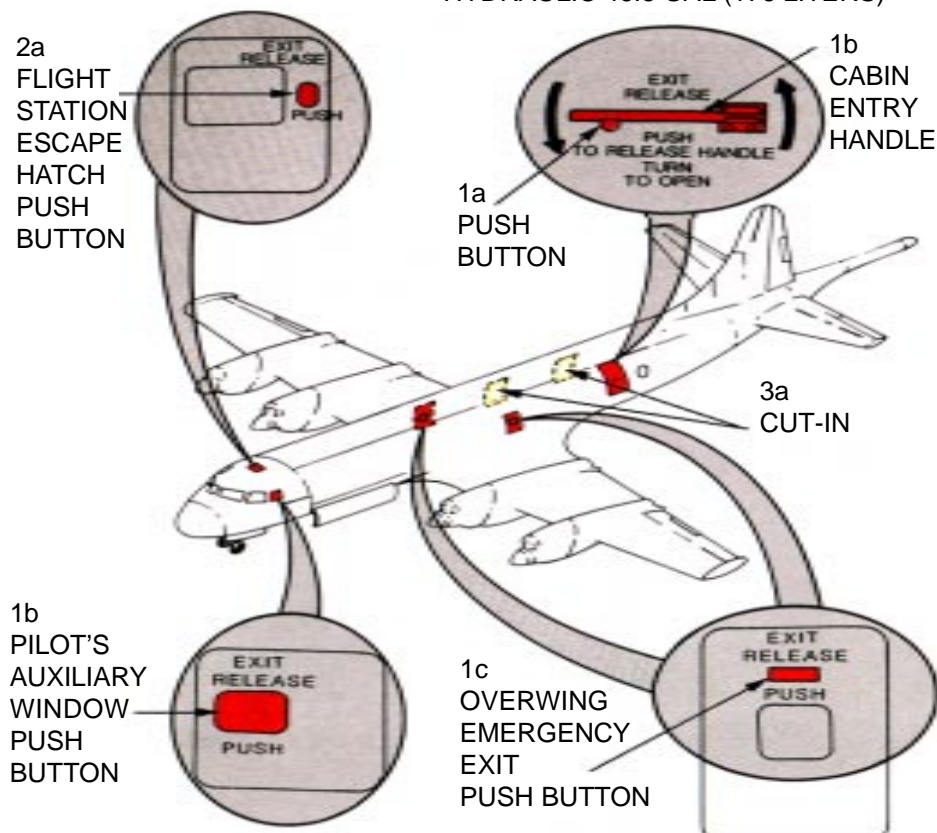
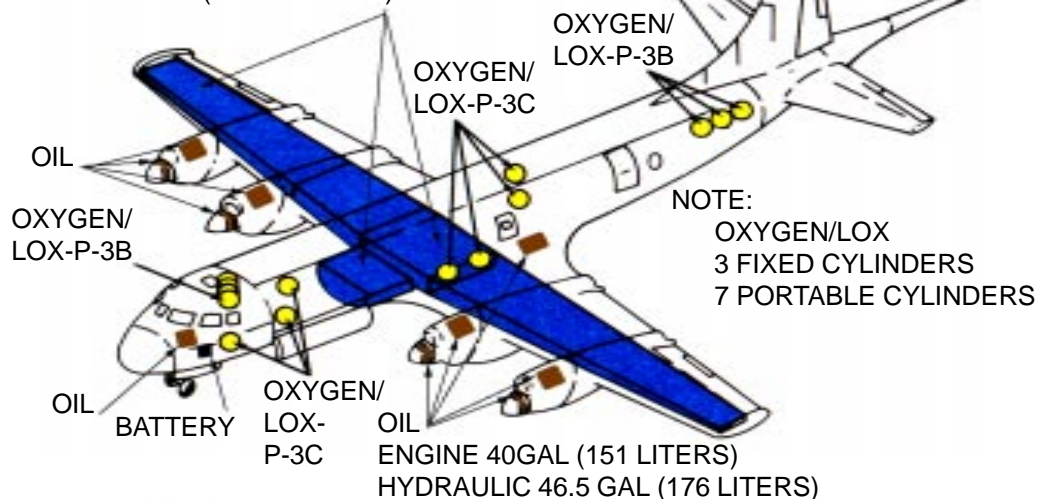
3. CUT-IN/FORCED ENTRY

- Cut out entry areas as indicated in graphic using power rescue saw or crash ax.

NOTE:

Pneumatic sytem:
3000 PSI.

INTERNAL FUEL
9200 GAL (34816 LITERS)



ENGINE/APU SHUTDOWN

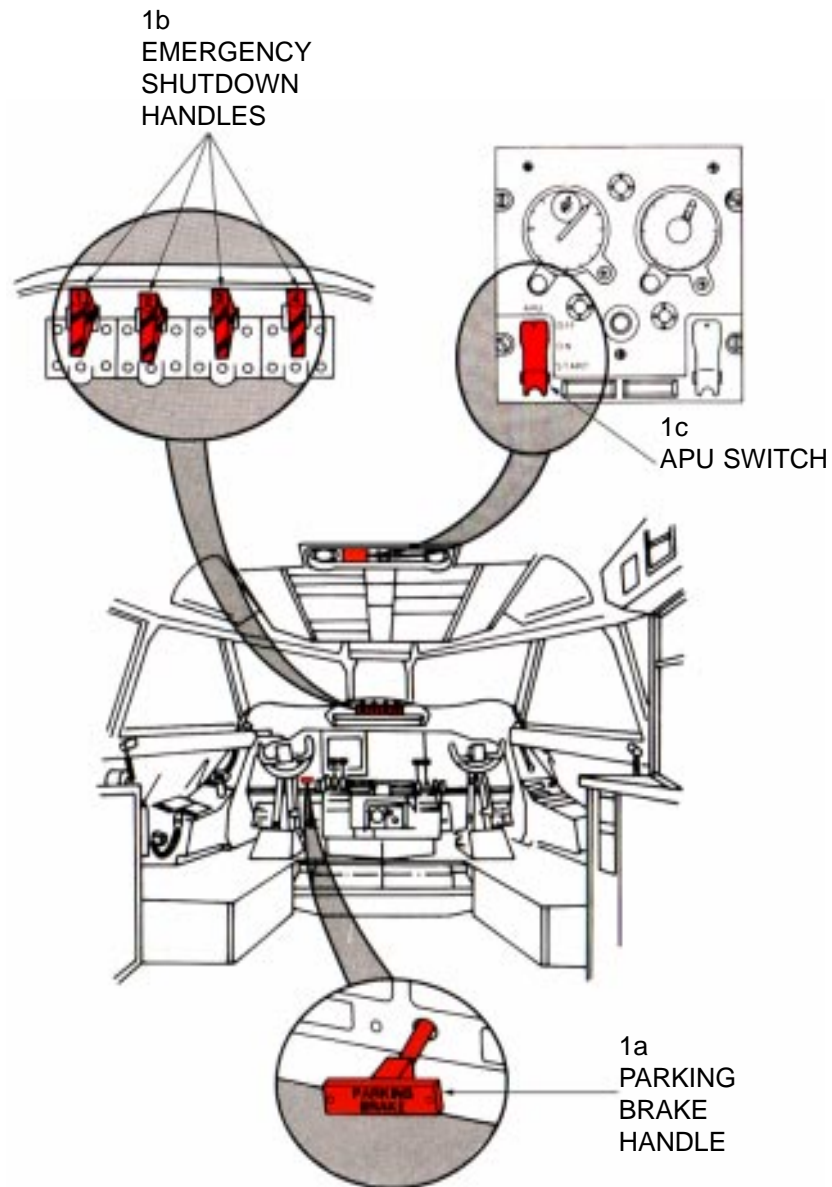
1. ENGINE/APU SHUTDOWN

- a. Set parking brake by depressing toe pedals and pulling parking brake handle.
- b. Pull all four emergency shutdown handles.
- c. Place APU switch in OFF position. APUs may be secured externally by a safety switch located on left side of fuselage forward of the APU.

NOTE:

The APU Normal/Safe switch also disables the automatic fire extinguisher circuit.

- d. To deactivate battery, located in nose wheelwell, remove quick disconnect fitting. (See battery location on page P-3.5.)



AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

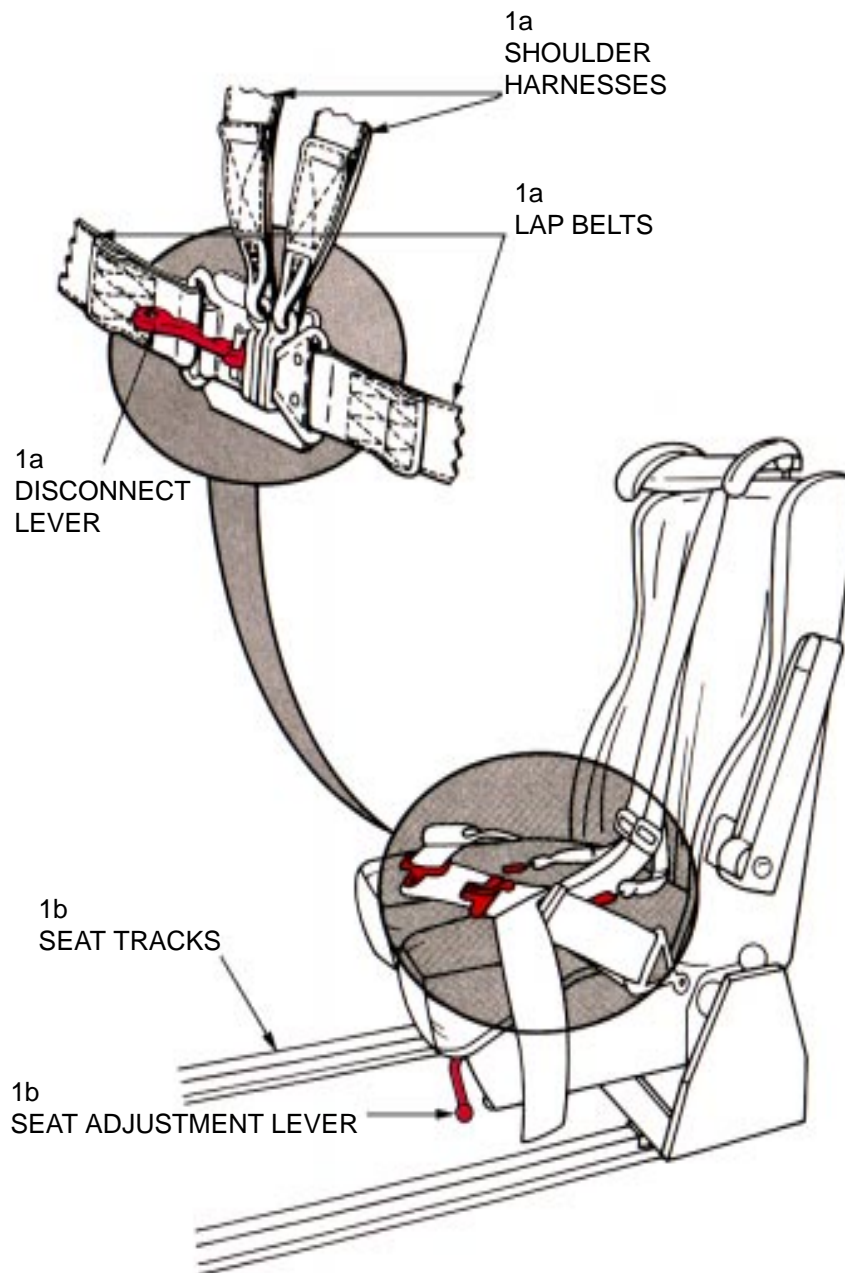
NOTE:

The pilot, co-pilot, flight engineer, and radio operator on the P-3B have shoulder harnesses and lap belts. All other crewmembers have lap belts only.

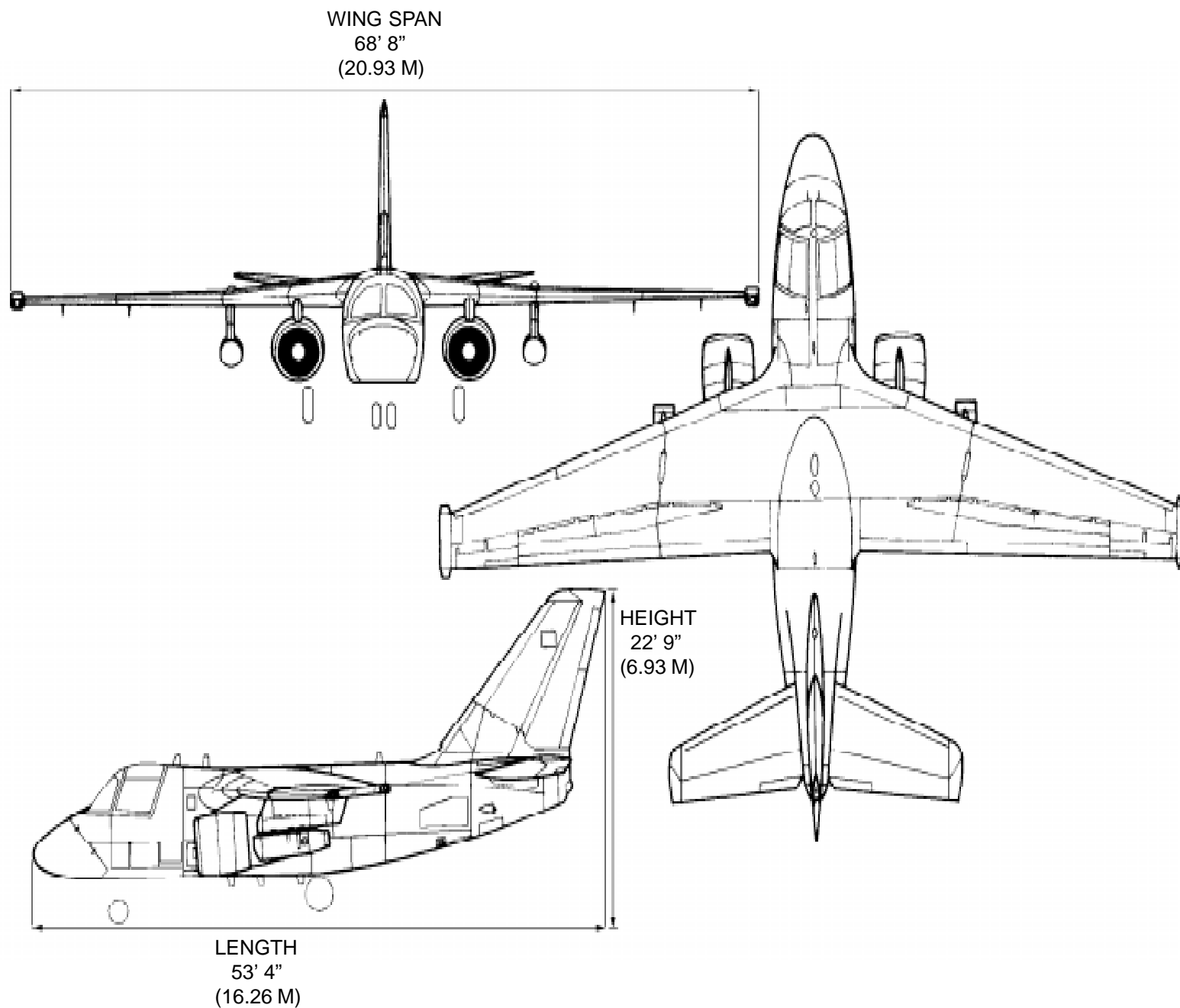
NOTE:

The pilot, co-pilot, flight engineer, TACCO, Nav Comm, and SS-3 on the P-3C have shoulder harnesses and lap belts. All other crewmembers have lap belts only.

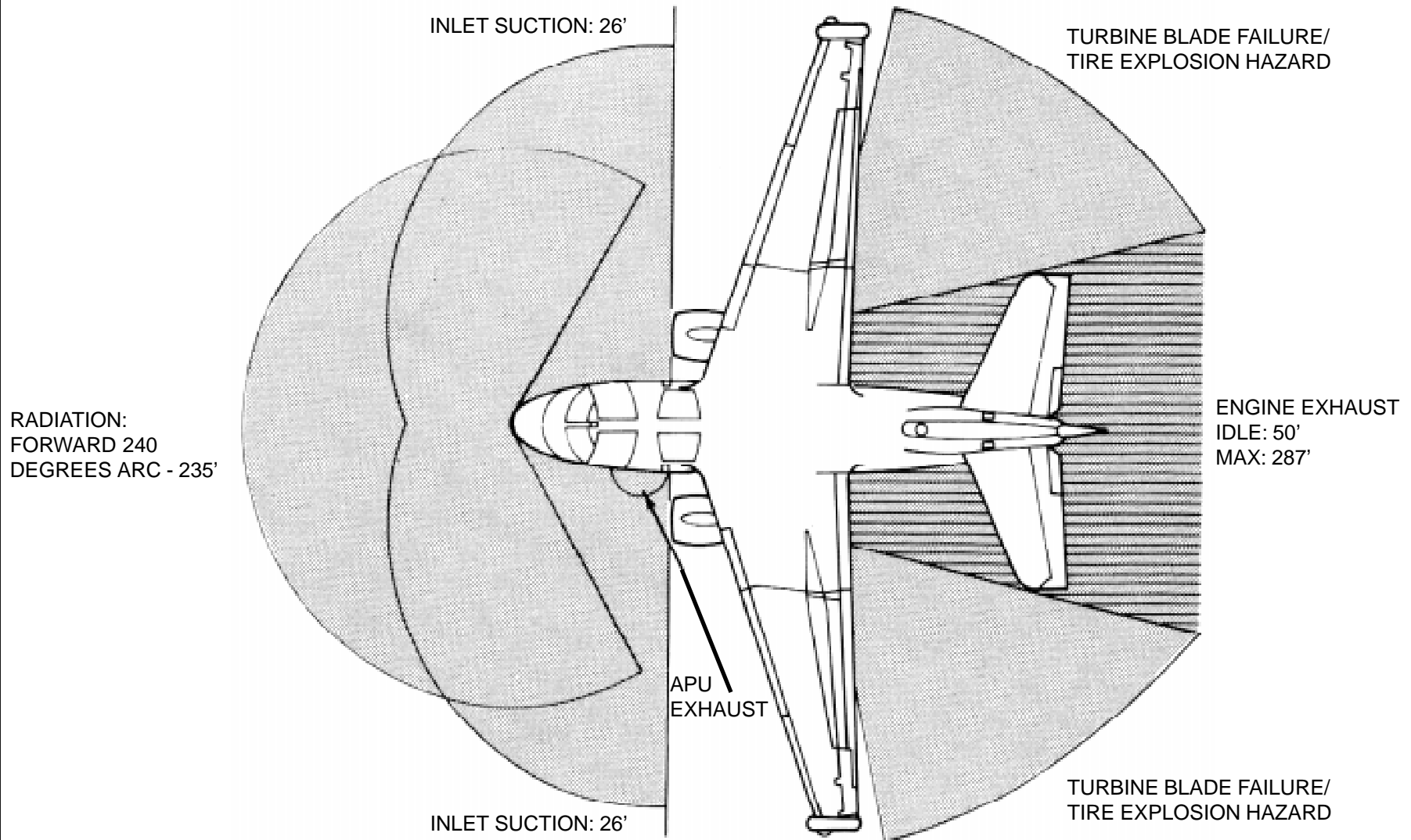
- a. Lift quick disconnect lever, located at central connect point, to release shoulder harnesses and lap belts.
- b. To adjust seat to the aft of seat tracks, pull up on adjustment lever, located at the forward center seat bucket, while pushing seat aft. This will allow more room for crewmember extraction.



AIRCRAFT DIMENSIONS



AIRCRAFT HAZARDS



AIRCRAFT HAZARDS-Continued

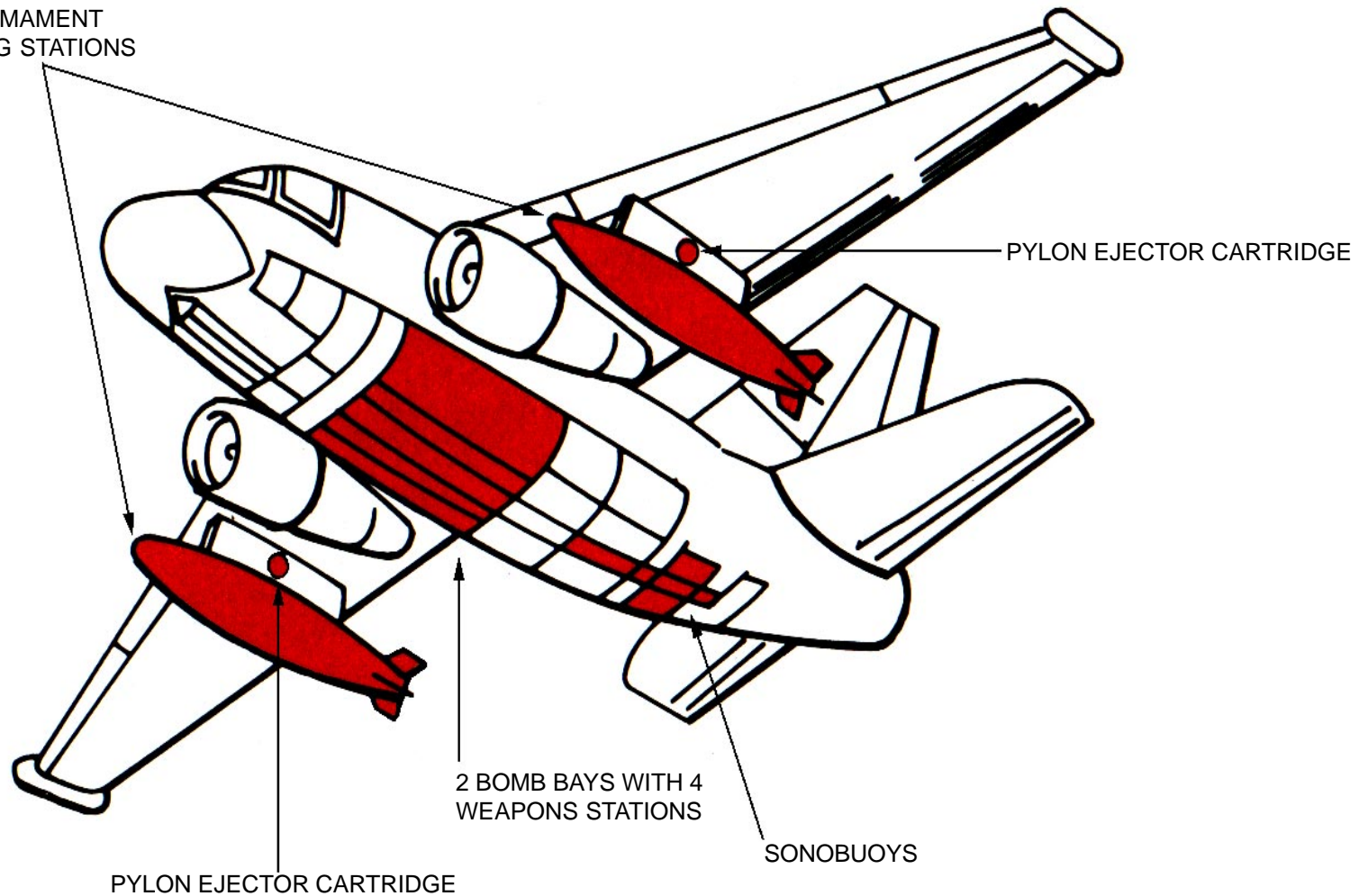
NOTE:

In normal wheels down landing, ground wheels down switches safety the armament systems.

WARNING

In the event of wheels-up landing, secure all electrical power to ensure armament system safety.

2 ARMAMENT
WING STATIONS



AIRFRAME MATERIALS

S-3

LEGEND

- ALUMINUM
- STEEL
- OTHER
FIBERGLASS



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:

Entry to cockpit is through personnel door on right side of fuselage.

- Press trigger to release handle and press latch button. Rotate counterclockwise 15 degrees.
- Release latch button and rotate handle to the UN LOCKED position.
- Push in handle and rotate clockwise to stow.
- Press latch button and lower door (use hand grip in middle step). Raise lift bar and engage door stop.

2. EMERGENCY ENTRY

- Through the two forward canopies and two aft hatches, open rescue T-handle access door on either side of aircraft.
- Verify that all rescue personnel are clear of canopies and hatches. Pull hatch severance T-handle away from aircraft and as far forward as possible (about 10 feet). Continue with hard pull; this will free the hatches and canopies from the aircraft (pieces of debris will be forced away from aircraft).

3. CUT-IN/FORCED ENTRY

- If normal or emergency entry procedures cannot be accomplished, break or cut through pilot or co-pilot/COTAC canopy or aft hatches with ax or power rescue saw. Cut along canopy frame. Manually remove canopies and hatch frames to clear opening. Use left and right forward access panels and footholds to reach the pilot and co-pilot/COTAC. Use right aft fuselage steps and handholds to reach the aft hatch opening and the two aft occupants.

WARNING

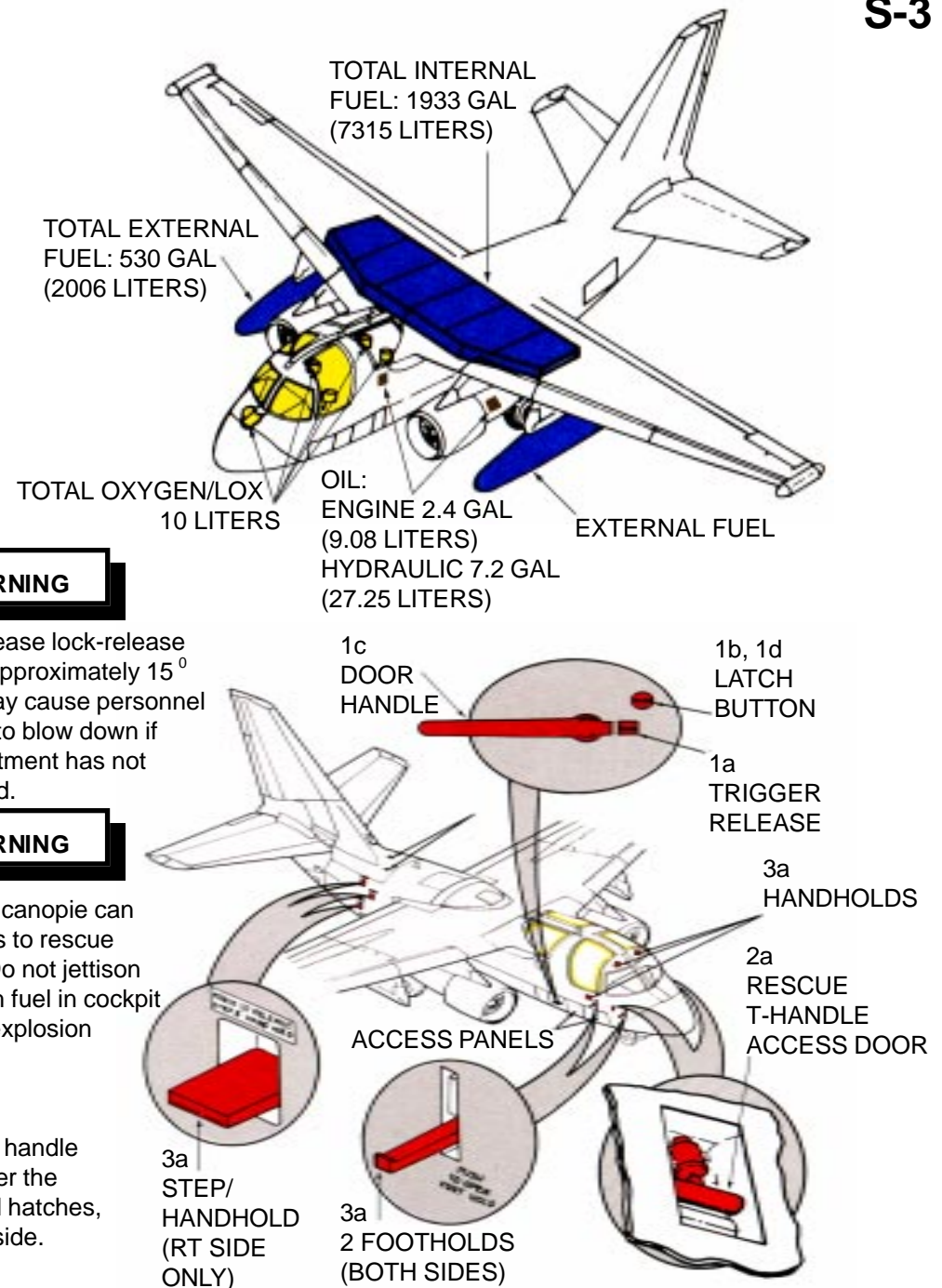
Failure to release lock-release button after approximately 15° of rotation may cause personnel access door to blow down if crew compartment has not depressurized.

WARNING

Shattering of canopy can be dangerous to rescue personnel. Do not jettison canopies with fuel in cockpit area, fire or explosion may result.

NOTE:

If one rescue handle does not sever the canopies and hatches, try the other side.



CANOPY SAFETY AND ENGINE/APU SHUTDOWN

1. CANOPY SAFETY

- a. Canopy and hatches are equipped with a mild explosive which uses a detonating cord and a liner shaped charge. To safety jettison system, insert safety pins in jettison handles at 3 locations - left and right corners of forward main instrument panel and center over windshield panel.

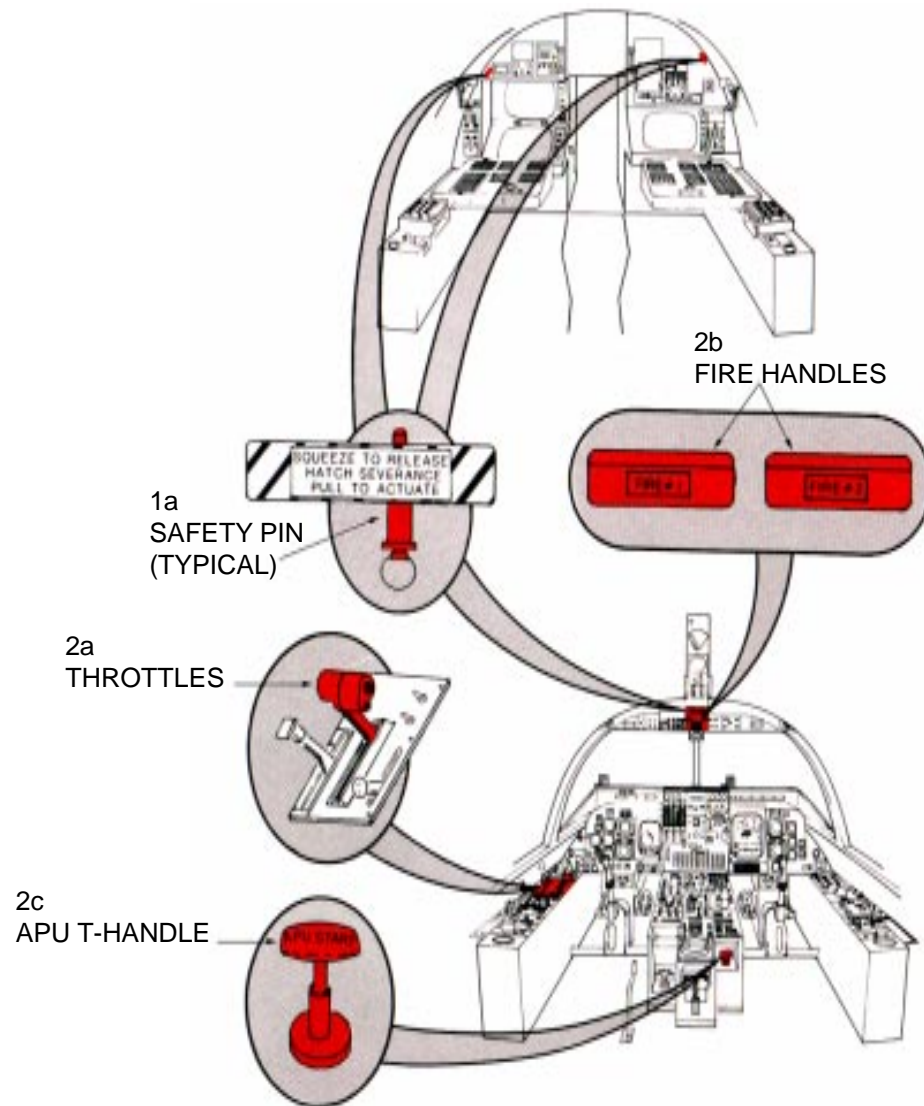
2. ENGINE/APU SHUTDOWN

- a. Move pilot's throttles, located on left console, to OFF position by moving one throttle at a time.

NOTE:

Engines cannot be shut down with the co-pilot's throttles.

- b. Pull fire handles #1 and #2, located at center over windshield panel, to shutoff fuel valves to engines.
- c. Place APU T-handle, located at right aft center console, in OFF position.



ESCAPAC 1E-1 EJECTION SEAT

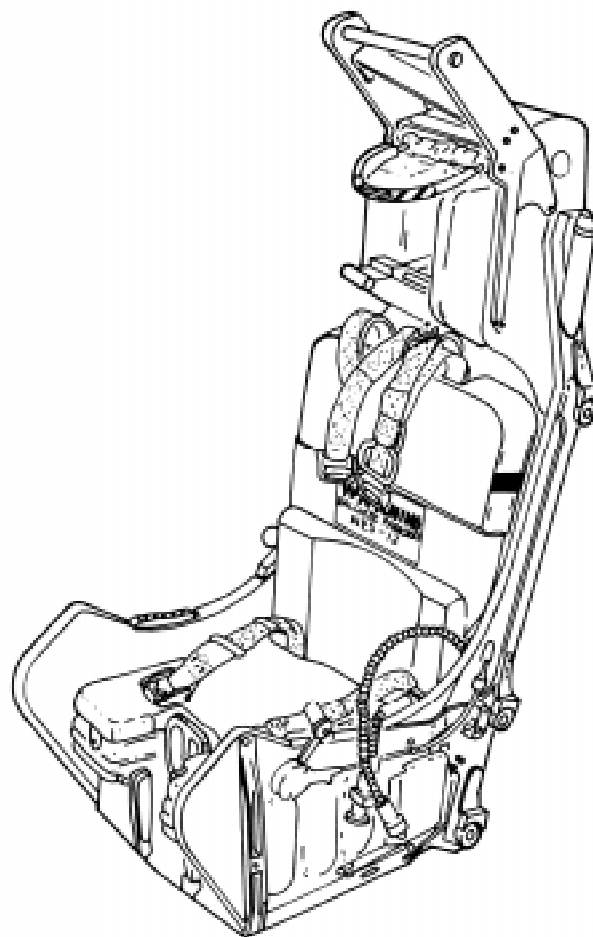
1. GENERAL INFORMATION

The ESCAPAC 1E-1 is a catapult rocket ejection seat that provides support and necessary environmental equipment for crewmembers during flight, and a means of fast, safe escape during emergency flight conditions. The seat assembly incorporates features permitting seat ejection at ground level, at zero airspeed as well as during emergency flight conditions.

The basic structure of the seat consists of lightweight aluminum, built to withstand high G-loads, support all of the components, and form the main framework for the seat.

The basic components of the seat assembly include a rocket catapult, ballistic powered inertia reel, parachute, seat/man separator rocket, survival equipment, and seat stabilization system.

This ejection seat presents definite hazards which may cause fatal injuries to uninformed and careless personnel. Firefighting/rescue personnel must become thoroughly familiar with the locations and the safetying of the seat components in both normal and emergency conditions.



EJECTION SEAT SAFETYING

1. EJECTION SEAT SAFETYING

NOTE:

Immediately upon gaining access to the aircraft cockpit, if time permits and no hazardous conditions exist, proceed with seat safetying procedures:

- a. If crewmember is blocking ejection seat safety control handle, pull inertia reel control handle aft and pull pilot forward to expose ejection seat control handle.
- b. Place ejection seat safety control handle in DOWN/ LOCKED position.
- c. Place command ejection lever, on both pilot and co-pilot's seats, in the UP/SELF EJECT position.

WARNING

In mult-seat aircraft, all ejection seats must be safetyed due to command ejection possibility.

WARNING

This ejection seat has an NES-12 ballistic parachute. Do not use harness release handle to free crewmember from seat.

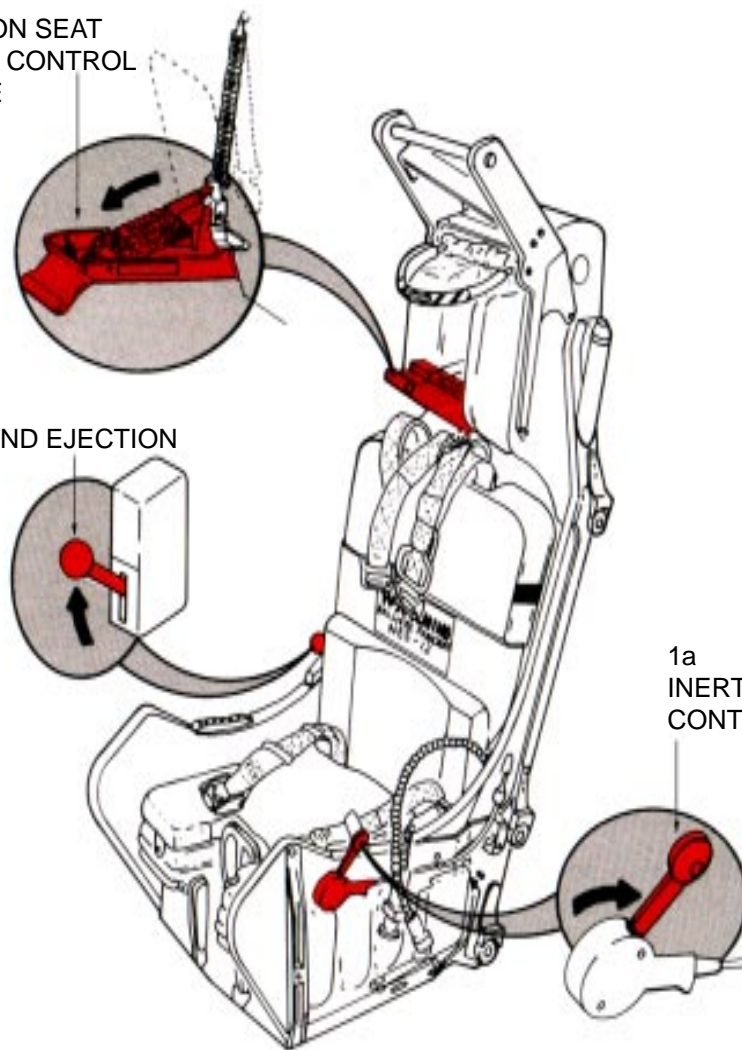
WARNING

When removing personnel from ejection seats, do not allow crewmembers or rescue personnel to become entangled in lower seat ejection handle or use face curtain handle as a support or hand hold.

1b
EJECTION SEAT
SAFETY CONTROL
HANDLE

1c
COMMAND EJECTION
LEVER

1a
INERTIA REEL
CONTROL HANDLE



AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

NOTE:

The crewmembers are attached to the seat by the use of an integrated harness. Additionally, the oxygen/communication lead is attached to the survival kit.

WARNING

Inadvertent ejection of seat selected in command-eject mode (either pilot or co-pilot/ COTAC seat) will eject all four seats regardless of the position of their individual ejection seat safety levers.

- Remove oxygen mask by pulling down on release tabs on either side of helmet mask.
- The oxygen/communication lead is joined by a positive locking ring. To release, pull up on round collar while pulling apart connection.
- Release two lap belts, then two shoulder harness koch fittings.
- Actuating the emergency release handle will free the crewmember from the seat. However, the parachute and survival kit will remain attached to the crewmember which increases difficulty of removing crewmembers if exit through opposite canopy is required.

